

NAVAL SAFETY CENTER
NAVAL AIR STATION
NORFOLK, VIRGINIA 23511

111A1/1g
3750/2
Ser 1239
13 Apr 1970

SPECIAL HANDLING REQUIRED IAW OPNAVINST 3750.6 SERIES
FOR OFFICIAL USE ONLY

From: Commander, Naval Safety Center
To: Commanding Officer, Fighter Squadron ONE TWO FOUR

Subj: VF-124/VMFAT-101 AAR ser's 3-70A concerning F-8J/F-4B BuNo's
149212/150473 accident occurring 22 November 1969, pilots
HELLMAN/SAUER

1. The subject report and all endorsements have been reviewed. Concur with the conclusions and recommendations of the Aircraft Accident Board as modified by subsequent endorsers.

(b) (5)

H. Glenzer, Jr.
H. GLENZER, JR.
By direction

Copy to:
CMC (AAP)
NAVAIRSYSCOMHQ (AIR 09E) (2)
COMNAVAIRPAC
CGFMFPAC
CGTHIRDMAN
COMFAIRMIRAMAR
CO MCAS YUMA
COMRCVW-12
CO MAG-33
CO VMFAT-101
NAVPRO DALLAS
NAVPRO ST LOUIS
COMNAVAIRTESTCEN
CO NAVAERORECOVFAC
DIR AFIP

OK
[Signature]
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3750
Ser 80/ 1497

27 FEB 1970

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH OPNAVINST 3750.6 SERIES

~~SIXTH~~ TENTH

ENDORSEMENT on VF-124 AAR ser 3-70A concerning F-8J
BuNo 149212 accident occurring 22 Nov 69, pilot HELLMAN and SAUER .


From: Commander Naval Air Force, U. S. Pacific Fleet
To: Commander, Naval Safety Center

Subj: VF-124 AAR ser 3-70A

Ref: (a) OPNAVINST 3750.6F

1. Forwarded, concurring with the conclusions and recommendations of
the Aircraft Accident Board, and in the remarks contained in subsequent
endorsements, (b) (5)

(b) (5)


John E. Dobyns
By direction

Copy to:
COMNAVAIRSYSCOM
CMC (CODE AAP)
CG FMFPAC
CG 3RD MAW
CO MAG THREE THREE
COMREDATKCARAIRWING ONE TWO
COMFAIRMIRAMAR
CO FITRON ONE TWO FOUR
CO NAVAEROSPACERECFAC
CO MCAS YUMA
CO VMFAT ONE ZERO ONE
NAVPLANTREPO DALLAS
NAVPLANTREPO ST LOUIS
DIR AFIP

NOV 5 12 10 10
NAVY CENTER
24
20

3750
Ser 80/ 1273

19 FEB 1970

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH OPNAVINST 3750.6 SERIES

~~EIGHTH~~ ^{NINTH} ENDORSEMENT on VF-124 AAR ser 3-70A, VMFAT-101 AAR ser 3-70A
concerning F-8J BuNo 149212, F-4B BuNo 150473, of 22 Nov 69, pilots
HELLMAN and SAUER

From: Commander Naval Air Force, U. S. Pacific Fleet
To: Commander, Naval Safety Center

Subj: VF-124 AAR ser 3-70A

1. Forwarded, concurring with the comments and recommendations of the
Aircraft Accident Board and subsequent endorsements, subject to the
following comments:

(b) (5)

R. A. Volpi
R. A. VOLPI
Force Safety Officer

Copy to:
COMNAVIAIRSYSCOM
CMC (CODE AAP)
CG FMFPAC
CG 3RD MAW
CO MAG THREE THREE
COMFAIRMIRAMAR
COMREDATKCARAIRWING TWELVE
CO FITRON ONE TWO FOUR
NAVPLANTREPO ST LOUIS
NAVPLANTREPO DALLAS
CO NAVAERORECOVPAC EL CENTRO
DIR AFIM CO
CO MCAS YUMA
CO MARFITTATKTRARON ONE ZERO ONE

23
19

ORIGINAL

OP:RCH:cja

3750

Ser

10 FEB 1970

EIGHTH

~~FIFTH~~ ENDORSEMENT on VF-124 serial 3-70A, VMFAT-101 concerning F-8J BuNo 149212, F-4B BuNo 150473, accident occurring 22 Nov 1969, pilots HELLMAN and SAUER

From: Commanding Officer, Marine Corps Air Station, Yuma, Arizona 85364

To: Commander, Naval Safety Center

Via: Commander, Naval Air Force, U. S. Pacific Fleet

Subj: Aircraft Accident Report; forwarding of

1. Forwarded.

(b) (5)

W. J. Sims
W. J. SIMS

Copy to:

NAVSAFCECEN (2)

COMNAVAIRSYSCOM (AIR-09E)

COMNAVAIRPAC

CMC (Code AAP)

DIR AFIP

NAVAIRTESTCEN PAXRIV

NAVPLANTREPO DALLAS

NAVALROSPACERECFAC

CG FMFPAC

CG 3RD MAW

MAG-33

VMFAT-101

VF-124

RCVW-12

COMFAIR MIRAMAR

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6
SERIES

22
19
ORIGINAL

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH OPNAVINST 3750.6 SERIES

30A/ced
3750
2 FEB 1970


SEVENTH

~~FIFTH~~ ENDORSEMENT on VF-124 AAR, serial 3-70A, VMFAT-101 AAR, serial 3-70A, concerning F-8J BuNo 149212, F-4B BuNo 150473, of 22 November 1969, pilots HELLMAN and SAUER

From: Commanding General, Fleet Marine Force, Pacific
To: Commander, Naval Safety Center
Via: Commander, Naval Air Forces, Pacific

Subj: VF-124 Aircraft Accident Report, Serial 3-70A; forwarding of

1. Forwarded, concurring in the conclusion and recommendations of the Aircraft Accident Board and subsequent endorser.


E. S. PAYNE
By direction

Copy to:
COMNAVSAFECEN (2 ADVANCE)
CMC (CODE AAP)
COMNAVAIRSYSCOMHQ (AIR-09E)
COMNAVAIRPAC
COMREADATKARAIWING-12
COMFAIRMIRAMAR
CG, 3RD MAW
DIR, AFIP
CO, MAG-33
CO, VMFAT-101
CO, VF-124
CO, MCAS YUMA
CO, NAVAEROSPACECFAC
NAVPLANTREPO, DALLAS
NAVPLANTREPO, ST. LOUIS

21

ORIGINAL

31
3750
Ser

103

30 JAN 1970

~~FOURTH~~
SIXTH

ENDORSEMENT on VF-124 serial 3-70A, VMFAT-101 concerning F8J
BuNo 149212, F4B BuNo 150473, accident occurring 22 November 1969,
pilots HELLMAN and SAUER

From: Commander Fleet Air Miramar
To: Commander Naval Safety Center
Via: (1) Commanding Officer MCAS Yuma
(2) Commander Naval Air Force, U.S. Pacific Fleet

Subj: VF-124, VMFAT-101 Aircraft Accident Report serial 3-70A;
forwarding of

1. Forwarded, concurring with the comments and recommendations of the
Aircraft Accident Board and subsequent endorsements, subject to the
following comments and exceptions:

(b) (5)

C. H. Conatser
C. H. CONATSER

Copy to:

COMNAVSAFCEN (2)

COMNAVJIRSYSCOM (AIR-09E)

COMNAVIRPAC

CMC (Code LAP)

DIR AFIP

COMNAVIAIRTESTCEN PAX RIV CG THIRD MAW

NAVPLANTREPO DALLAS

NAVAEROSPACERECFAC

NAVPLANTREPO ST LOUIS

CG FMFPAC

MAC-33

VMFAT-101

VF-124

RCVW-12

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

2820

ORIGINAL

ORIGINAL

25:JMV:dwn
3750

21 JAN 1970

Fifth

FOURTH ENDORSEMENT on VF-124 AAR, serial 3-70A, VMFAT-101 AAR, serial 3-70A, concerning F-8J BuNo 149212, F-4B BuNo 150473, of 22 November 1969, pilots HELLMAN and SAUER

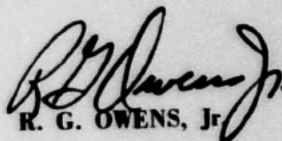
From: Commanding General, 3d Marine Aircraft Wing
To: Commander, Naval Safety Center
Via: (1) Commanding General, Fleet Marine Force, Pacific
(2) Commander, Naval Air Forces, U. S. Pacific Fleet

Subj: VF-124 Aircraft Accident Report, Serial 3-70A

Ref: (a) OPNAVINST 3710.7D

1. Forwarded.

(b) (5)


R. G. OWENS, Jr.

Copy to:

COMNAVSAFCECEN (2)
COMNAVAIRSYSCOM (AIR-09E)
COMNAVAIRPAC
COMREADATKARAIWING-12
COMFAIRMIRAMAR
CMC (CODE AAP)
CG, FMFPAC
DIR, AFIP

CO, MAG-33
CO, VMFAT-101
CO, VF-124
CO, MCAS YUMA
CO, NAVAEROSPACERECFAC
NAVPLANTREPO, DALLAS
NAVPLANTREPO, ST. LOUIS

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

19
17

ORIGINAL

SPECIAL HANDLING REQUIRED IN
ACCORDANCE WITH OPNAVINST 3750.6 SERIES

COMRCVW-12:lmc
3750
Ser 80/ 42
19 JAN 1970

FOURTH

~~THIRD~~ ENDORSEMENT on VF-124 serial 3-70A, VMFAT-101 serial 3-70A concerning F-8J BuNo 149212, F-4B, BuNo 150473 of 22 November 1969, Pilots HELLMAN and SAUER

From: Commander Readiness Attack Carrier Air Wing TWELVE
To: Commander Naval Safety Center
Via: (1) Commander Fleet Air, Miramar
(2) Commanding Officer, Marine Corps Air Station, Yuma, Arizona
(3) Commander Naval Air Force, U. S. Pacific Fleet

Subj: Aircraft Accident Report; forwarding of

Ref: (a) OPNAVINST 3750.6 (series)
(b) OPNAVINST 3710.7 (series)

1. Forwarded, concurring with the comments and recommendations of the Aircraft Accident Board and subsequent endorsements, subject to the following comments and exceptions.

(b) (5)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

SPECIAL HANDLING REQUIRED IN
ACCORDANCE WITH OPNAVINST 3750.6 SERIES

COMRCVW-12:lmc
3750

(b) (5)

L. C. PAGE, JR.
L. C. PAGE, JR.

Copy to:
COMNAVSAFECEN (2)
COMNAVAIRSYSOM (AIR-09E)
COMNAVAIRPAC
CMC (CODE AAP)
DIR AFIP
COMNAVAIRTESTCEN PAXRIV ✓
COMFAIRMIRAMAR
NAVPLANTREPO DALLAS
CO NAVAEROSPACERECFAC
NAVPLANTREPO STL
CG FMFPAC
CG THIRD MAW
CO MAG-33
CO MCAS YUMA
CO VMFAT-101
CO VF-124

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ORIGINAL

25:FTB:mcl
3750
12 JAN 1970

THIRD ENDORSEMENT on VF-124 accident, serial 3-70A, VMFAT-101 accident, serial 3-70A, concerning F8J BuNo 149212, F4B BuNo 150473, of 22 November 1969, pilots HELLMAN and SAUER

From: Commanding Officer, Marine Aircraft Group 33
To: Commander, Naval Safety Center
Via: (1) Commanding General, Third Marine Aircraft Wing
(2) Commanding General, Fleet Marine Force, Pacific
(3) Commander, Naval Air Forces, U. S. Pacific Fleet

Subj: Aircraft Accident Report; forwarding of

1. Forwarded, concurring with the comments and recommendations of the Aircraft Accident Board and subsequent endorsers subject to the following comments.

(b) (5)

F. N. Pippin
F. N. PIPPIN

Copy to:

COMNAVSAFEEN (2)
COMNAVAIRSYSCOM (AIR-09E)
COMNAVAIRPAC
COMREADATKARAIROWING ONE TWO
COMFAIRMIRAMAR
CMC (CODE AAP)
CG, FMFPAC
CG, THIRD MAW

CO, MAG-33
CO, VMFAT-101
CO, VF-124
CONAVAEROSPACERECFAC
DIR AFIP
CO, MCAS YUMA
NAVPLANTREPO, DALLAS
NAVPLANTREPO, ST. LOUIS

3:RWK:rej
3570
22 December 1969

SECOND ENDORSEMENT on VF-124 serial 3-70A, VMFAT-101 serial 3-70A,
concerning F-8J BuNo 149212, F-4B, BuNo 150473 of 22 November 1969,
Pilots HELLMAN and SAUER.

From: Commanding Officer, Marine Fighter/Attack Training Squadron-101 -
Marine Aircraft Group-33, 3d Marine Aircraft Wing, FMFPac
MCAS, El Toro (Santa Ana), California 92709
To: Commander, Naval Safety Center
Via: (1) Commander, Readiness Attack Carrier Air Wing-12
(2) Commander, Fleet Air Miramar
(3) Commanding Officer, Marine Corps Air Station, Yuma Arizona
(4) Commander, Naval Air Force, U. S. Pacific Fleet

Subj: Aircraft Accident Report; forwarding of

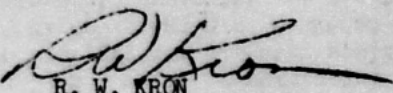
1. Forwarded concurring with the comments and recommendations contained
in the basic correspondence and the first endorsement except as follows.

(b) (5)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

14. ORIGINAL

(b) (5)


R. W. KRON
LtCol USMC

Copy to:
FITRON-124
COMNAVAIRSYSCOM (AIR-09E)
NAVPLANTREPO DALLAS
CONAVAEROSPACERECFAC
DIR AFIP
CO, MAG-33
CG, THIRD MAW
CG, FMFPAC
COMMANDANT MARINE CORPS (CODE AAP)
NAVPLANTREPO ST LOUIS
COMNAVJAFCEM (2)
CNAAP
ComFAIR Miramar
COMNAVAIRCTESTOEN PAXRIV
ComREUW Twelve
Co, meas yuma

15

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6-SERIES



ORIGINAL

VF-124/20:rt

3570

Ser

2047

DEC 19 1969

FIRST ENDORSEMENT on VF-124 serial 3-70A, VMFAT 101 serial 3-70A, concerning
F8J BUNO 149210, F4D, BUNO 150473 of 22 NOV 1969, pilots HELLMAN and SAUER

From: Commanding Officer, Fighter Squadron 124 (VF-124)
Naval Air Station, Miramar, California 92145
To: Commander, Naval Safety Center
Via: Commanding Officer, Fighter - Attack Training Squadron 101 (VMFAT 101)
Commander Readiness Attack Carrier Air Wing TWELVE
Commander Fleet Air Miramar
Commanding Officer, Marine Corps Air Station, Yuma, Arizona
Commander Naval Air Force, U. S. Pacific Fleet

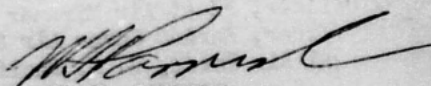
Subj: Aircraft Accident Report; forwarding of

1. Forwarded concurring with the conclusions and recommendations of the board
with the following exceptions and comments.

(b) (5)

ORIGINAL

(b) (5)


W. I. PARRISH

Copy to:
COMNAVAIRSYSSOM (AIR-09E)
NAVPLANTREPO DALLAS
COMNAVAEROSPACERECFAC
DIR AFIP
CO, MAG 33
CG THIRD FLAN
CG FMFPAC
COMMANDANT MARINE CORPS (CODE AAP)
NAVPLANTREPO ST LOUIS
COMNAVSAFCEW (2)
COMNAV AIR PAC
COMFAIR MIL AMAR
COMNAVAIRTESTOEN PARRIV
COMREBUW Twelve
Co, MEAS, Yuma

(b) (5)

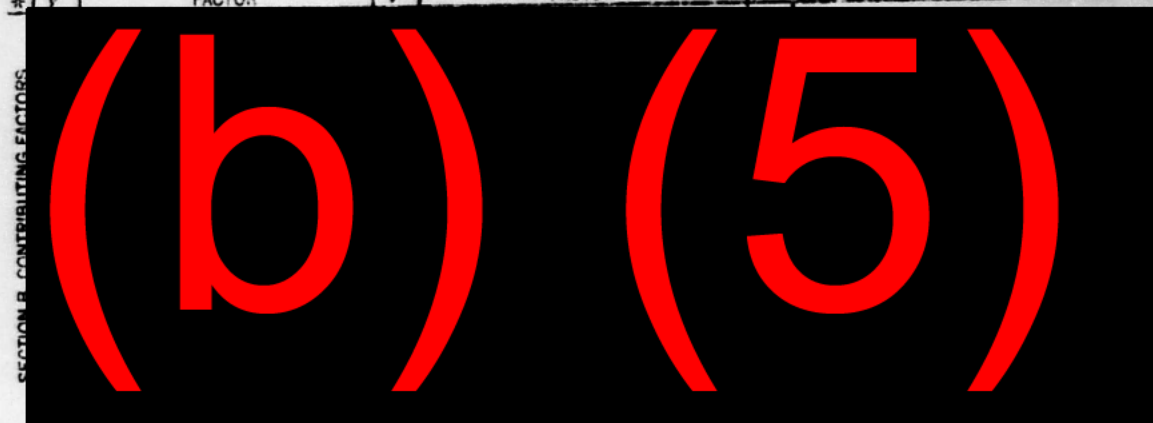
TABLE OF CONTENTS

<u>PART</u>		<u>PAGE</u>
I-IV	THE FORM	1
V	THE ACCIDENT	7
VI	DAMAGE TO AIRCRAFT	8
VII	INVESTIGATION AND ANALYSIS	8
VIII	CONCLUSIONS	11
IX	RECOMMENDATIONS	11

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

PART 1 GENERAL

SECTION A. IDENTIFICATION	1. AIRCRAFT ACCIDENT BOARD APPOINTED BY	* VFL 3-70	3. DTG (LOCAL) OF MISHAP	* 4. MODEL AIRCRAFT	* 5. BUREAU NUMBER	*
	CO. VF-124	VFL 3-70	0825022 NOV 69	F8J	119212	*
	6. TO: Commander, Naval Aviation Safety Center	9. LOCATION OF MISHAP		* 10. DAMAGE		
		280°R 1.8NM IMPERIAL TACAN		ALFA		
	7. VIA: CO. VMFAT 101	* 8. RC	11. TIME OF DAY	* 12. TIME IN FLIGHT	* 13. FLIGHT CODE	
	RCVW-12	RC	DAY	0 + 50	1A1	
	COMFAIRMIRAMAR	14. CLEARED				
	CO, MCAS YUMA	FROM: NAF EL CENTRO TO: NAF EL CENTRO				
	COMNAVAIRPAC	15. TYPE CLEARANCE		* 16. AIRSPEED	17. A/C WEIGHT	
		LOCAL		300KE	24,500	
18. BRIEF DESCRIPTION OF MISHAP			* 19. ELEVATION AT TIME OF MISHAP			
MID AIR COLLISION			SL 11,000 TERRAIN 8500'E			
20. LIST MODEL BOND, REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (Complete OPNAV Form 3750-1 for each A/C)						
F4B, 150473, VMFAT 101 ALFA						
* FACTOR						



SECTION C. PERSONNEL DATA	1. NAME (Last, first, & middle initial)		* 2. GRADE	3. FILE SERVICE NO.	4. BRANCH OF SERVICE	5. AGE	6. YEARS TOP GRADE	7. RILEY	8. POSITION	9. MISHAP CODE
	PILOT (at controls at time of mishap)									
	HELLMAN, JOHN S.		LCDR	(b)(6)	1310	USN	34	12	PILOT	COCKPIT F
	CO-PILOT (Identify & submit separate page 1)									
	ITEM		ITEM		ITEM		ITEM		ITEM	
	11. ALL MODELS		3473		17. CV LANDINGS DAY/NIGHT		ALL		351/101	
	12. ALL MODELS IN LAST 12 MONTHS		234		18. FCLP LANDINGS LAST 6 MONTHS DAY/NIGHT		ALL		0/0	
	13. ALL MODELS IN LAST 3 MONTHS		81		19. INSTRUMENT HOURS LAST 3 MONTHS ACTUAL/SIMULATED		ALL		8/0	
	14. ALL SERIES THIS MODEL		1920		20. NIGHT HOURS LAST 3 MONTHS		ALL		7/0	
	15. ALL SERIES THIS MODEL LAST 12 MONTHS		129		21. TOTAL HOURS IN JETS (If jet mishap)		ALL		2372	
16. ALL SERIES THIS MODEL LAST 3 MONTHS		48		22. LAST PRIOR FLIGHT ALL SERIES THIS MODEL		DATE		21 NOV 69		
23. DATE/GRADE LAST NATOPS STANDARDIZATION CHECK		MAY 69 QUALIFIED		24. TYPE INSTRUMENT CARD		DURATION		1.4		
25. NAME (Last, first, & middle initial)		26. GRADE	27. FILE SERVICE NO.	28. BRANCH OF SERVICE	29. AGE	30. YEARS TOP GRADE	31. RILEY	32. POSITION		

AIRCRAFT ACCIDENT REPORT

OPNAV FORM 3750-1A (Rev. 3-63) Page 2

SPECIAL HANDLING REQUIRED in accordance with
Para. 56, OPNAV INSTRUCTION 3750.6, effective edition

OPNAV REPORT 3750-1

PART II MAINTENANCE, MATERIAL, AND FACILITIES DATA

PART II MAINTENANCE, MATERIAL, AND FACILITIES DATA										
A. A/C HISTORY	1. DATE OF MANUFACTURE	2. FLIGHT HRS SINCE ACCEPTANCE	3. NO. OF PAR/OVERHAUL	4. MONTHS SINCE LAST PAR/OVERHAUL	5. FLT. HRS SINCE LAST PAR/OVERHAUL	6. LAST/PAR OVERHAUL ACTIVITY	7. TYPE OF LAST CHECK PERFORMED	8. FLIGHT HOURS SINCE LAST CHECK	9. DAYS SINCE LAST CHECK	
B. ENGINE HISTORY	1. ENGINE MODEL	2. ENGINE SERIAL NUMBER	3. FLIGHT HRS SINCE ACCEPTANCE	4. NUMBER OF OVERHAULS	5. WAS DIR. REQUESTED?	6. FLT. HRS SINCE LAST OVERHAUL	7. LAST OVERHAUL ACTIVITY	8. TYPE OF LAST CHECK PERFORMED	9. FLIGHT HOURS SINCE LAST CHECK	10. DAYS SINCE LAST CHECK
	(1)									
	(2)									
	(3)									
	(4)									
C. COMPONENT HISTORY	1. COMPONENT INVOLVED NOMENCLATURE	2. MANUFACTURER'S PART NUMBER	3. TOTAL HRS. ON PART	4. NO. OF OV-HAULS	5. HOURS SINCE LAST OVERHAUL	6. OVERHAUL ACTIVITY	7. WAS DIR. REQUESTED?	8. SER. NO. FUR/AMPEUR		
	(1)									
	(2)									
	(3)									
	(4)									
D. INCIDENTS & GROUND ACCIDENTS*	1. PARTS REPAIRED		2. PARTS REPLACED							
	PART NUMBER	NOMENCLATURE	3. DIRECT MANHOURS INVOLVED		PART NUMBER	NOMENCLATURE				
E. ENGINE FAILURES	JET ENGINE FLAMEOUT (include intentional securing to prevent engine damage)									
	AT TIME OF FLAMEOUT	1. ALTITUDE	2. IAS	3. RPM	4. EGT	5. MANEUVER AT TIME OF FLAMEOUT	6. FUEL FLOW	7. ALTITUDE		
	B. G. FORCES	9. RELIGHT	10. ALTITUDE		11. IAS	12. MAX EGT	13. FUEL CONTROL	14. NO. RELIGHT ATTEMPTS		
		<input type="checkbox"/> ATTEMPTED <input type="checkbox"/> ACCOMPLISHED					<input type="checkbox"/> PRIMARY <input type="checkbox"/> MANUAL			
	INTENTIONAL SECURE	15. ENGINE SYMPTOMS			16. CAUSE OF SYMPTOMS					
	RECIPROCATING ENGINE FAILURE									
	17. ALTITUDE	18. IAS	19. ALTITUDE	20. RPM	21. MAP	22. TORQUE/BMEP	23. FUEL FLOW PRESSURE	24. OIL PRESSURE		
	INTENTIONAL SECURE	25. ENGINE SYMPTOMS			26. CAUSE OF SYMPTOMS					
F. OTHER REPORT	IDENTIFY OTHER REPORTS CONCERNING THIS MISHAP									
	1. AMFFUR SERIAL NUMBER									
	2. DIR MESSAGE REQUEST DATE-TIME-GROUP									
	3. OTHER VF-124 PRELIMINARY REPORT OF AIRCRAFT ACCIDENT P222222Z NOV 69									
	4. VF-124 SUPPLEMENTARY MESSAGE REPORT OF AIRCRAFT ACCIDENT P230234Z NOV 69									
	5. VMF-101 P232030Z NOV 69									
6. CG THIRD MAW REPORT OF DEATH P230222Z NOV 69										

AIRCRAFT ACCIDENT REPORT

OPNAV FORM 3750-1A (Rev. 3-63) Page 3

SPECIAL HANDLING REQUIRED in accordance with
Para. 65, OPNAV INSTRUCTION 3750.6, effective edition

OPNAV REPORT 3750-1

1. EQUIPMENT INVOLVED <input type="checkbox"/> CATAPULT <input type="checkbox"/> ARRESTING GEAR		2. PRESSURE SETTING	3. WIND OVER DECK	4. RELATIVE WIND	5. APPROACH/END SPEED
6. MARK NUMBER	7. MODEL NUMBER	8. LOCATION OF SHIP		9. LAUNCHING BRIDLE AND BRIDLE ARRESTER	
10. CATAPULT/ARRESTING GEAR BULLETINS OR NOMOGRAMS USED					
11. This portion shall be completed whenever (1) an aircraft accident involves arresting gear barrier and/or barricade equipment, or (2) an aircraft accident involves malfunctioning of arresting gear, barrier and/or barricade equipment. Incidents or routine damage to cables, weldings and other expendable equipment need not be reported herein.					
G. SHIPS DATA	12. ENGAGED	13. DECK RUNOUT (FEET)	14. RAM TRAVEL (INCHES)	15. CONTROL VALVE SETTINGS CONSTANT PRESSURE DOME (P.S.I.)	16. CONSTANT RUNOUT (WT. LBS.)
	17. ACCUMULATOR PRESSURE (PSI)				
	18. COMMENTS (for cable failures specify no. landings and months in service)				
FOR ACCIDENTS ABOARD CARRIERS (complete on pilot)					
1. DATE DEPLOYED CONUS		3. DAY HOURS/LANDINGS SINCE DEPLOYMENT		4. DAY HOURS/LANDINGS LAST 30 DAYS	
2. NO. DAYS OPERATING PERIOD		5. NIGHT HOURS/LANDINGS SINCE DEPLOYMENT		7. NIGHT HOURS/LANDINGS LAST 30 DAYS	
5. INST. HOURS LOGGED SINCE DEPLOYMENT ACTUAL/SIMULATED					
WEATHER AT SCENE OF MISHAP					
1. CEILING	2. VISIBILITY	3. RELATIVE WIND DIRECTION AND VELOCITY	4. TEMPERATURE RUNWAY	5. DEW POINT	6. ALTIMETER SETTING
0	40		OUTSIDE AIR 1.80F	38°F	
7. OTHER WEATHER CONDITIONS (winds aloft, icing level, sea state, density altitude, as appropriate)					
I. WEATHER	H. DEPLOYMENT				

PART III ADDITIONAL INFORMATION

PART	SECTION	ITEM	1. REMARKS	2. COPY DISTRIBUTION
III		2	COPY DISTRIBUTION ICC CO MAG 33 ✓ ICC CG THIRD MAW ✓ ICC CG FMFPAC ✓ ICC CO VMFAT 101 ✓ ICC COMMANDANT MARINE CORPS (CODE AAP) ✓ ICC NAVPLANTREPO ST LOUIS ✓	2CC NAVJAWSAFECH DIRECT (AAR) ASSTCOMNAVJAWSAFECH COMNAVAIRSYS COM (AIR-07C) ✓ COMNAVAIRPAC ✓ COMREADATKARAWING-1 ✓ COMFAIRIRAMAR ✓ NAVPLANTREPO DALLAS ✓ CONAVAEROSPACRECFAC ✓ DIR AFIP ✓ MCAS YUMA ✓ 5. DATE SUBMITTED TO CO 15 DEC 1969
COST DAMAGE TO:			3. GOVERNMENT PROPERTY	4. PRIVATE PROPERTY
			NONE	NONE

(b) (5), (b) (6)

* When preparing Incident and Ground Accident reports, items indicated by an asterisk in the upper right hand corner must be filled in. Other items considered appropriate should also be filled in.

PART 1 GENERAL

1. AIRCRAFT ACCIDENT BOARD APPOINTED BY CO, VF-124	2. DTG (LOCAL) OF MISHAP 220825U NOV 69	3. MODEL AIRCRAFT F4B	4. BUREAU NUMBER 150473
5. LOCATION OF MISHAP 280/48 IPL TACAN	6. DAMAGE ALPHA	7. TIME OF DAY DAY	8. TIME IN FLIGHT 0 + 40
9. FLIGHT CODE 1A1	10. TYPE CLEARANCE LOCAL	11. AIRSPEED 140"E"	12. A/C WEIGHT 37,000 LBS.
13. ELEVATION AT TIME OF MISHAP S L 11,000' TERRAIN 8500'	14. BRIEF DESCRIPTION OF MISHAP MID AIR COLLISION	15. LIST MODEL BUNO REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (Complete OPNAV Form 3750-1 for each A/C)	

16. FACTOR	17. FACTOR	18. FACTOR
------------	------------	------------

(b) (5)

1. NAME (Last, first, & middle initial) SAUER, WILLIAM C.	2. GRADE CAPT	3. FILE SERVICE NO. (b) (6) 7521	4. DESIG USMCR	5. BRANCH OF SERVICE 26	6. AGE 3	7. YEARS EXP THIS PILOT	8. POSITION FWD C/P	9. POSITION "A"
CO-PILOT (Identify & submit separate page 1)								
ITEM			ITEM					
11. ALL MODELS	932		17. CV LANDINGS DAY/NIGHT	ALL	11/0			
12. ALL MODELS IN LAST 12 MONTHS	296		18. FCPL LANDINGS LAST 6 MONTHS DAY/NIGHT	IN MODEL	0/0			
13. ALL MODELS IN LAST 3 MONTHS	21		19. INSTRUMENT HOURS LAST 3 MONTHS ACTUAL/SIMULATED	ALL	5/3			
14. ALL SERIES THIS MODEL	A/C	637	20. NIGHT HOURS LAST 3 MONTHS	IN MODEL	5/3			
15. ALL SERIES THIS MODEL LAST 12 MONTHS	OFT/CPT	39	21. TOTAL HOURS IN JETS (if jet mishap) HELOS (if helo mishap)	ALL	4			
16. ALL SERIES THIS MODEL LAST 3 MONTHS	A/C	296	22. LAST PRIOR FLIGHT ALL SERIES THIS MODEL	DATE	11/20/69			
17. DATE/GRADE LAST NATOPS STANDARDIZATION CHECK	A/C	21	23. TYPE INSTRUMENT CARD	DURATION	1.5			
18. DATE/GRADE LAST NATOPS STANDARDIZATION CHECK	OFT/CPT	2						
19. NAME (Last, first, & middle initial) WILKENING, WILLIAM F.	20. GRADE 1/LT	21. FILE SERVICE NO. USMCR	22. DESIG (b) (6)	23. BRANCH OF SERVICE VFAT101	24. AGE "T"	25. YEARS EXP THIS RIO	26. POSITION AFT C/P	27. POSITION

AIRCRAFT ACCIDENT REPORT

OPNAV FORM 3750-1A (Rev. 3-63) Page 2

SPECIAL HANDLING REQUIRED in accordance with
Para. 66, OPNAV INSTRUCTION 3750.6, effective edition

OPNAV REPORT 3750-1

PART II MAINTENANCE, MATERIAL, AND FACILITIES DATA										
A. A/C HISTORY	1. DATE OF MANUFACTURE	2. FLIGHT HRS. SINCE ACCEPTANCE	3. NO. OF PAR/OVERHAUL	4. MONTHS SINCE LAST PAR/OVERHAUL	5. FLT. HRS. SINCE LAST PAR/OVERHAUL	6. LAST/PAR OVERHAUL ACTIVITY	7. TYPE OF LAST CHECK PERFORMED	8. FLIGHT HOURS SINCE LAST CHECK	9. DAYS SINCE LAST CHECK	
	1. ENGINE MODEL	2. ENGINE SERIAL NUMBER	3. FLIGHT HRS. SINCE ACCEPTANCE	4. NUMBER OF OVERHAULS	5. WAS DIR. REQUESTED?	6. FLT. HRS. SINCE LAST OVERHAUL	7. LAST OVERHAUL ACTIVITY	8. TYPE OF LAST CHECK PERFORMED	9. FLIGHT HOURS SINCE LAST CHECK	10. DAYS SINCE LAST CHECK
	(1)									
	(2)									
	(3)									
B. ENGINE HISTORY	1. COMPONENT INVOLVED NOMENCLATURE	2. MANUFACTURER'S PART NUMBER	3. TOTAL HRS ON PART	4. NO. OF OV-HAULS	5. HOURS SINCE LAST OVERHAUL	6. OVERHAUL ACTIVITY	7. WAS DIR. REQUESTED?	8. SER. NO. FUB/AMFUB		
	(1)									
	(2)									
	(3)									
	(4)									
D. INCIDENTS & GROUND ACCIDENTS #	1. PARTS REPAIRED		2. PARTS REPLACED		3. DIRECT MANHOURS INVOLVED					
	PART NUMBER	NOMENCLATURE	PART NUMBER	NOMENCLATURE						
E. ENGINE FAILURES	JET ENGINE FLAMEOUT (Include intentional securing to prevent engine damage)									
	AT TIME OF FLAMEOUT	1. ALTITUDE	2. IAS	3. RPM	4. EGT	5. MANEUVER AT TIME OF FLAMEOUT	6. FUEL FLOW	7. ATTITUDE		
	8. G FORCES	9. RELIGHT	10. ALTITUDE		11. IAS	12. MAX EGT	13. FUEL CONTROL	14. NO. RELIGHT ATTEMPTS		
		<input type="checkbox"/> ATTEMPTED <input type="checkbox"/> ACCOMPLISHED					<input type="checkbox"/> PRIMARY <input type="checkbox"/> MANUAL			
	INTENTIONAL SECURE	15. ENGINE SYMPTOMS			16. CAUSE OF SYMPTOMS					
F. OTHER REPORT	RECIPROCATING ENGINE FAILURE									
	17. ALTITUDE	18. IAS	19. ATTITUDE	20. RPM	21. MAP	22. TORQUE/RMHP	23. FUEL FLOW PRESSURE	24. OIL PRESSURE		
	INTENTIONAL SECURE	25. ENGINE SYMPTOMS			26. CAUSE OF SYMPTOMS					
	IDENTIFY OTHER REPORTS CONCERNING THIS MISHAP									
	1. AMFUB SERIAL NUMBER _____ 2. DIR MESSAGE REQUEST DATE-TIME-GROUP _____ 3. OTHER _____ 4. _____									

OPNAV FORM 3750-1A (Rev. 3-63) Page 3

SPECIAL HANDLING REQUIRED in accordance with
Para. 66, OPNAV INSTRUCTION 3750.6, effective edition

OPNAV REPORT 3750-1

G. SHIPS DATA

PART III: ADDITIONAL INFORMATION			
PART	SECTION	ITEM	REMARKS
		1.	2. COPY DISTRIBUTION 2CC MAWNSAFECN DIRECT (AAR) WORKGROUP WORKGROUP COMAG 33 CG 3M MAW CG, FMEPAC CO, VMEAT-101
COST DAMAGE TO:			3. GOVERNMENT PROPERTY
			4. PRIVATE PROPERTY
			5. DATE SUBMITTED TO CO

PART IV SIGNATURES OF THE BOARD	
1. SENIOR MEMBER	2. MEMBER
UNIT BILLET	UNIT BILLET
3. FLIGHT SURGEON MEMBER	3. MEMBER
	UNIT BILLET

* When preparing Incident and Ground Accident reports, items indicated by an asterisk in the upper right hand corner must be filled in. Other items considered appropriate should also be filled in.

PART V. THE ACCIDENT

The accident involved a flight of two (2) Navy F8J's and a single Marine F4B. The Marine F4B (SB-03) aircrew briefed at 0600 and launched at 0748 on 22 November 1969 in VFR conditions from MCAS El Toro. The F8J's (NJ-412, 413) briefed at 0630 and took off at 0735 in VFR conditions from NAF El Centro on 22 November 1969.

(b) (5)

The F4B contacted the F8J on the underside of the fuselage just aft of the trailing edge of the wing. Enclosure (3)

(b) (5)

The F8J engine, vertical stabilizer, horizontal stabilizer, ventral fins, and afterburner came apart from the violent impact and landed in a semicircular pattern on the desert floor. The forward fuselage and wing impacted nose first in a small valley. Enclosure (4).

The F4B (b) (5) exploded on impact in a small arroyo. Parts distribution of the F4B was very compact; confined to within 100 yards of the shallow crater created by impact with the ground. The pilot's remains and all significant components of the Martin Baker Escape Unit were found in

the wreckage. (b) (5)

The F8J pilot landed in very rugged mountainous terrain and sustained (b) (6)
The F4B RIO landed in rather flat terrain, (b) (6)

(b) (6)

PART VI DAMAGE TO AIRCRAFT.

Marine F4B BUNO 150473 sustained major structural damage upon colliding with F8J BUNO 149212. It entered uncontrolled flight, struck the ground in a flat spin, burned and sustained STRIKE damage.

Navy F8J BUNO 149212 sustained STRIKE damage as the tail aft of FS595 was torn from the fuselage upon collision with the F4B. The fuselage with wing impacted the ground about two miles from the point of the collision and burned. Enclosure (4).

(b) (5)

(b) (5)

(b) (5)

(b) (5)

INDEX OF ENCLOSURES

1. Statement of RIO, 1/LT WILKENING
2. Statement of F8J, NJ412, pilot, LCDR HELLMAN
3. Artist sketch of aircraft at moment of impact
4. Photograph showing crash sites and wreckage distribution
5. Resume of Captain SAUER's flight experience
6. Diagram showing estimated relative positions of the aircraft prior to collision
7. Resume of LCDR HELLMAN's flight experience
8. VF-124 DET El Centro flight schedule
9. VMFAT 101 Flight Schedule
10. MCAS Yuma Rescue report
11. WSCG Air Station, San Diego rescue report
12. MOR, Captain SAUER
13. MOR, LCDR HELLMAN
14. MOR, 1/LT WILKENING
15. Statement of CWOL (b) (6)
16. Statement of Captain (b) (6)
17. Statement of LTJG (b) (6)

NYB 5 12 10.10

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

RECEIVED

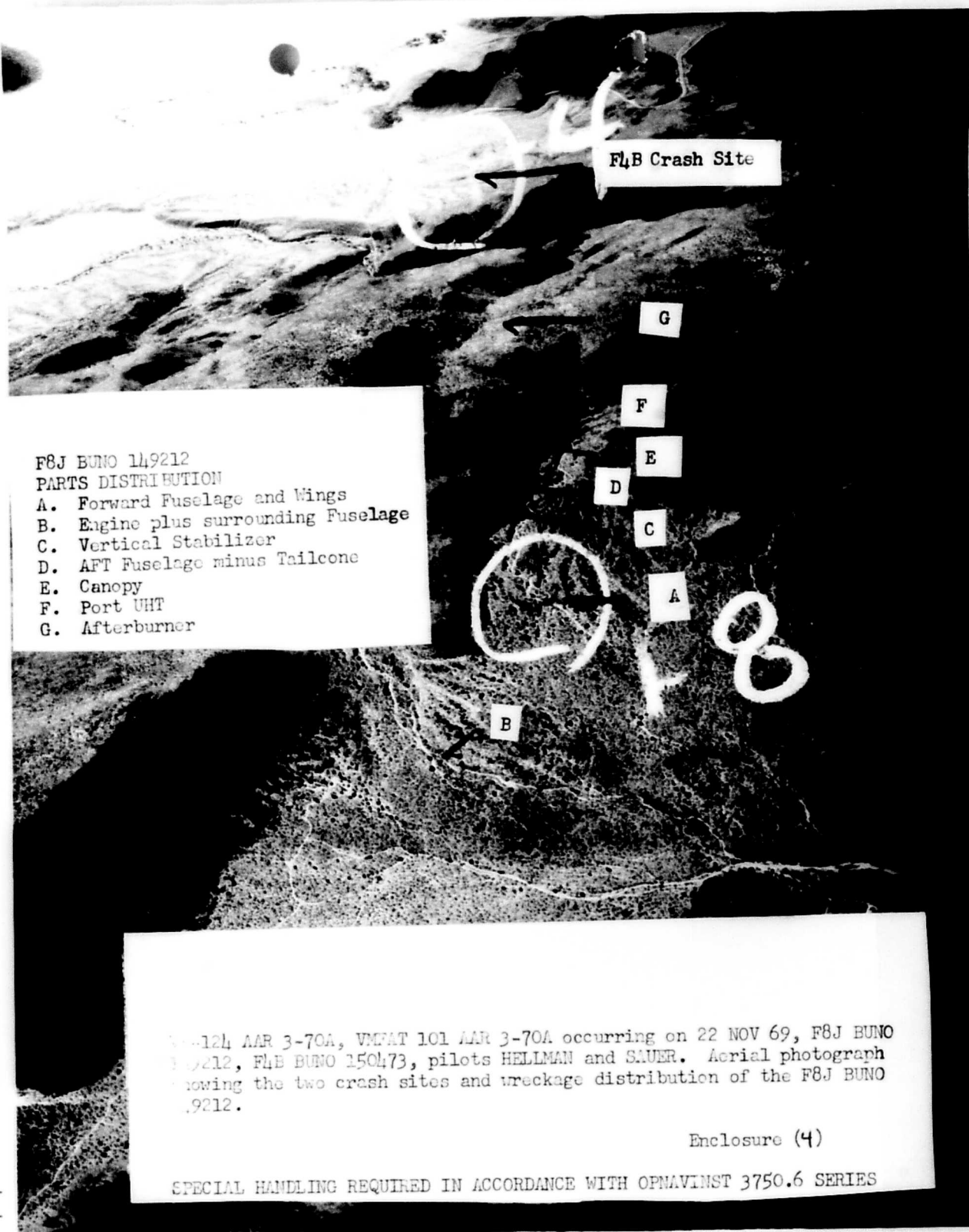
All statements withheld
under exemption (b)(5).

(b) (5)

VF-124 AAR 3-70A, VMFAT 101 AAR 3-70A occurring on 22 NOV 69 F8J BUNO 149212, F4B BUNO 150473 pilots HELLMAN and SAUER.
Artist's rendition showing relative position of F4B, SBO3, and F8J, NJ412, at instant of impact. The view is from directly above the two aircraft.

Enclosure (3)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES



F8J BUNO 149212

PARTS DISTRIBUTION

- A. Forward Fuselage and Wings
- B. Engine plus surrounding Fuselage
- C. Vertical Stabilizer
- D. AFT Fuselage minus Tailcone
- E. Canopy
- F. Port UHT
- G. Afterburner

149212, AAR 3-70A, VMFAT 101 AAR 3-70A occurring on 22 NOV 69, F8J BUNO 149212, F4B BUNO 150473, pilots HELLMAN and SAUER. Aerial photograph showing the two crash sites and wreckage distribution of the F8J BUNO 149212.

Enclosure (4)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

Resume of Captain SAUER's, pilot of Marine F4B BUNO 150473, flying experience for the preceding five fiscal years; concerning VF-124 AAR 3-70A, VMPAT 101 AAR 3-70A of 22 NOV 69, F8J BUNO 149212, F4B BUNO 150473, pilots HELLMAN and SAUER.

<u>Command Attached</u>	<u>Period assigned</u>	<u>Model Aircraft</u>	<u>Flight Hours</u>	<u>CV Landings Day/Night</u>	<u>Operational Proficiency</u>
NA TRACOM	MAR 66-MAR 67	various	285	7/0	Operational
VFT-1	MAY 67	TF9J	7	0/0	Operational
VMFA-513	JUN 67-JUN 68	F4B	241	0/0	Operational
VMFA-542	JUL 68-AUG 69	F4B	379	0/0	Operational
VMPAT-101	SEP 69-NOV 69	F4B	21	0/0	Operational

Pilot's synthetic trainer time for the preceding 12 months

<u>Date</u>	<u>Type Trainer</u>	<u>Mission</u>	<u>Time logged</u>
9/18/69	WST	Emerg Procedures	1.0
9/19/69	WST	Emerg Procedures	1.0

Enclosure (5)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

Diagram showing estimated relative positions of the two aircraft during the 5 seconds preceding the collision, concerning VF-124 AAR 3-70A, VMFAT 101 AAR 3-70A of 22 NOV 69 F8J BUNO 149212, F4B BUNO 150473 pilots HELLMAN and SAUER.

(b) (5)

Enclosure (6)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

Resume of flying experience for the preceding five fiscal years.
 LCDR HELLMAN, USN, (b) (6) 1310, pilot of F8J, BUNO 149212, concerning
 VF-124, AAR 3-70A, VMFAT 101 AAR 3-70A of 22 NOV 69, F8J BUNO 149212,
 F4B BUNO 150473, pilots HELLMAN and SAUER.

<u>Command Attached</u>	<u>Period assigned</u>	<u>Model Aircraft</u>	<u>Flight Hours</u>	<u>CV Landings Day/Night</u>	<u>Operational Proficiency</u>
USNPGS Monterey	NOV 64-DEC 65	T-2A	96	0/0	Proficiency
VF-124	JAN 66-APR 66	F8	105	16/10	Operational
VF-162	MAY 66-FEB 68	F8	497	171/40	Operational
VF-124	MAR 68-NOV 69	F8/T-28	374	0/0	Operational

Pilots synthetic trainer time for the preceeding 12 months:

NONE

Enclosure (7)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

SDO: LTJG (b) (6)
LTJG

NAVAL AIR FACILITY
FL CANTINO DETACHMENT

DAY: SATURDAY

SV	BRIEF	PILOT	COMP	MODEX	TIME	T.O.	LAND	ETE	MISSION	CH	REMARKS
1.	0630	(b) (6)	00	457	12	0745	0915	1:30	T-8	17	OVERWATER
			00	454	12						
			00	461	12						
2	0630	HOLLMAN (b) (6)	10	412	07	0800	0930	1:30	FF-1	18	
			00	413	23						
3	0630	(b) (6)	00	419	15	0800	0945	1:45	FF-2	19	
			00	418	15						
			00	430	15				FF-2		
4	0700	(b) (6)	00	408	14	0800	1000	2:00	FI-1	17	LUNCH VIX LAND RJA
			00	417	14						
5	1000	(b) (6)	00	435	14	1100	1230	1:30	T-9	18	OVERWATER
			00	434	14						
			00	419	14				T-10		
			00	417	14						
6	1000	(b) (6)	00	413	20	1100	1300	2:00	FI-1	19	
			00	415	20						
7	1000	(b) (6)	00	435	19	1100	1300	2:00	FI-1	17	
			00	416	19						
8	1315	(b) (6)	00	435	14	1415	1530	1:15	T-11	18	RNDV WITH TAL AT 1430
			00	416	14						
9	1315	(b) (6)	00	414	17	1430	1545	1:15	T-11	19	
			00	439	17						
10	1330	(b) (6)	00	408	17	1445	1615	1:30	FF-1	17	
			00	410	17						
11	1330	(b) (6)	00	415	18	1445	1645	2:00	FI-1	18	
			00	417	18						
12		(b) (6)	00	457	10	1700	1830		MLP	17	"C" 1700-1730 1800-1830
			00	452	10						
			00	408	10						
			00	416	12						
			00	410	13						
			00	411	14						
13		(b) (6)	00	435	11	1730	1900		MLP	18	"C" 1730-1800 1830-1900
			00	414	12						
			00	417	12						
14		(b) (6)	00	457	10	1900	2030		MLP	19	"C" 1900-1930 2000-2030
			00	413	10						
			00	408	13						

SUBMITTED BY

CERTIFIED TO BE A TRUE COPY

APPROVED BY

(b) (6)

(b) (6)

MARINE FIGHTER/ATTACK TRAINING SQUADRON-101
 Marine Aircraft Group-33
 3d Marine Aircraft Wing, FMFPac
 MCAS, El Toro (Santa Ana), California 92709

21 November 1969

FLIGHT SCHEDULE FOR SATURDAY, 22 NOVEMBER 1969

SDO.....1STLT (b) (6)
 OPS CLERK..LCPL (b) (6)

ODO:
 0730-1030: 1STLT (b) (6)
 1030-1330: 1STLT (b) (6)
 1330-1630: 1STLT (b) (6)
 1630-SEC: 1STLT (b) (6)

SUNRISE..0620
 SUNSET...1645

EVENT NR	CALL SIGN	APC CODE	FLIGHT LEVEL	BRIEF	T/O	LAND	CREW	REMARKS	MSN A/C TM ACCM
2600	SB-04	VFR		0530	0700	0845	(b) (6)	INST II	
2601-1	SB-06	VFR		0600	0730	0845	(b) (6)	FORM I	
-2	SB-22	VFR					(b) (6)	IUT FORM	
2602	SB-08	I-3	330	0600	0730	0915	SAUER WILKENING	RIO FAM II	
2603-1	SB-05	VFR		0845	1015	1200	(b) (6)	FORM III	
-2	SB-23						(b) (6)	IUT FORM	
2604	SB-04	I-2	330	0915	1045	1230	(b) (6)	INST VI/ NATOPS EVAL	
2605	SB-10	VFR		0915	1045	1230	(b) (6)	NAV REF	
2606-1	SB-33	VFR		1200	1330	1515	(b) (6)	FORM I	
-2	SB-26	VFR					(b) (6)		
2607	SB-38	DD-175		1515	1645	231500U	(b) (6)	X-C ETR 231500U	
2608	SB-21	DD-175		1515	1645	231500U	(b) (6)	X-C ETR 231500 U	
2609	SB-28	DD-175		1530	1700	231500U	(b) (6)	X-C ETR 231500U	
2610	SB-39	DD-175		1530	1700	231500U	(b) (6)	X-C ETR 231500U	
							TBA		

FLIGHT HOURS LAST MONTH 398.4
 FLIGHT HOURS THIS MONTH 151.7
 FLIGHT HOURS THIS FISCAL YEAR 1467.9

NATOPS: MAXIMUM ALLOWABLE GROSS WEIGHTS (FOR THF-F-4B)

FIELD TAKEOFF - 54,800 LBS.
 FIELD LANDING (FLARED)
 BEFORE AFC 230 - 38,000 LBS.
 AFTER AFC 230 - 42,000 LBS.
 ARRESTED LANDING, TOUCH AND GO AND MIP

EMERGENCY OF THE DAY: EXHAUST NOZZLE FAILURES (REF NATOPS 5-26, 27)

RCC: 0800-1130: 1STLT (b) (6)
1130-1500: 1STLT (b) (6)

(b) (6)

0-3 OF

RESCUE REPORT
OPNAV FORM 3750-13 (3-63)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 50.6E
INSTRUCTIONS: SEE REVERSE

OPNAV REPORT SYMBOL 3750-14

1. FROM Search and Rescue, MCAS, Yuma, Arizona 85364		2. DATE OF MISHAP 22 Nov 1969		2A. DATE OF RESCUE 22 Nov 1969	
3. LOCATION AND DUTIES OF RESCUE VEHICLE MCAS, Yuma, Arizona, SAR		4. RESCUE VEHICLE (Type/model) UH-34D			
5. NUMBER OF PERSONNEL 5	5A. IN RESCUE VEHICLE OR ON RESCUE TEAM 5	5B. TO BE RESCUED 3	5C. RESCUED 1 DOA	6. RESCUE BACK UP MEANS UH-34D	
7. TIME SEQUENCE OF EVENTS (Local Date Time Group)			8. WEATHER CONDITIONS AT RESCUE SITE		
7A. Alert Received Method 0935 Crash Phone			8A. WATER TEMPERATURE N/A °F		
7B. Vehicle Departed Distance to Scene 0942 88 NM			AIR TEMPERATURE 72 °F		
7C. Arrived on Scene Search Required 1055 Yes			WIND VELOCITY 0		
7D. Located Survivor Method of Locating 1115 Cap Aircraft Directed Helo to Site			8B. SEA STATE/WAVE HEIGHT/FREQUENCY; TERRAIN DESCRIPTION Rolling Desert, 1700' elevation.		
7E. Began Retrieval What Was Sighted First 1115 Smoke from burning aircraft			9. EQUIPMENTS ACTUALLY USED DURING RESCUE		
7F. Ended Retrieval Subsequently 1215 Departed for El Centro			UH-34D (1)		
7G. Survivor(s) Disembarked Location (If different from Item 3) 1250 NAF El Centro			Shovels (2)		
			Body Bag (1)		
			Gloves (1)		
10. DIFFICULTIES ENCOUNTERED (List all difficulties and effect on final outcome of rescue attempt, i.e., ALERTING PERIOD, SEARCH/LOCATING, RETRIEVING, POST-RETRIEVAL)					

Two survivors picked up by Coast Guard helo based at San Diego. Pilot's body of F-4 was recovered by Yuma helo and returned to El Centro.

11. PERSONNEL REQUIRING RESCUE			GIVE REASON FOR RESCUE	FACTORS COMPLICATING RESCUE ATTEMPT <i>Physical condition, ignorance of equipment, seasickness, etc.</i>
NAME-LAST	FIRST	INITIAL		
SAUER, W. C., Capt.	(b) (6)	(b) (6)	Midair Collision	None

12. REMARKS: (Training of rescue teams or crews, communication equipments/technique, retrieval equipments/techniques, rescue vehicle)

Accident occurred 39 NM from NAS Miramar, 48 NM from NAF El Centro, and 95 NM from Yuma. **(b) (5)**

13. ATTACH ENCLOSURES: Narratives of search, location and retrieving—Survivor's statements	
14. NAME AND TITLE OF SUBMITTING OFFICIAL (b) (6) CWO-3, SAR Pilot	(b) (6)
15. NAME AND TITLE OF FORWARDING OFFICIAL (b) (6) LtCol, Operations Officer	(b) (6)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

Enclosure (10)

1. FROM USCG AIR STATION SAN DIEGO, CALIF			2. DATE OF MISHAP 22 NOV 69	2A. DATE OF RESCUE 22 NOV 69
3. LOCATION AND DUTIES OF RESCUE VEHICLE USCG AIR STATION SAN DIEGO -- SAR			4. RESCUE VEHICLE (Type/model) HH3F	
5. NUMBER OF PERSONNEL	5A. IN RESCUE VEHICLE OR ON RESCUE TEAM 4	5B. TO BE RESCUED 3	5C. RESCUED 2	6. RESCUE BACK UP MEANS HH3F at CGAS SDIEGO
7. TIME SEQUENCE OF EVENTS (Local Date Time Group)			8. WEATHER CONDITIONS AT RESCUE SITE	
7A. Alert Received Method 220837U NOTIFIED BY MIRAMAR RATTG (PHONE)			8A. WATER TEMPERATURE NA °F	AIR TEMPERATURE 55 °F
7B. Vehicle Departed Distance to Scene 220839U 48 MILES			8B. SEA STATE/WAVE HEIGHT/FREQUENCY; TERRAIN DESCRIPTION ROCKY MOUNTAIN	
7C. Arrived on Scene Search Required 220902U YES				
7D. Located Survivor Method of Locating 220905U RADAR VECTORS TO SCENE				
7E. Began Retrieval What Was Sighted First 220910U FIRST SURVIVOR WAS LOCATED VISUALLY			9. EQUIPMENTS ACTUALLY USED DURING RESCUE HOIST (BASKET)	
7F. Ended Retrieval Subsequently 220945U SECOND SURVIVOR WAS LOCATED BY SMOKE FLARE				
7G. Survivor(s) Disembarked Location (If different from Item 3) 2 NAS MIRAMAR, CALIF.				
10. DIFFICULTIES ENCOUNTERED (List all difficulties and effect on final outcome of rescue attempt, i.e., ALERTING PERIOD, SEARCH/LOCATING, RETRIEVING, POST-RETRIEVAL) NONE				

11. PERSONNEL REQUIRING RESCUE			GIVE REASON FOR RESCUE	FACTORS COMPLICATING RESCUE ATTEMPT <i>Physical condition, ignorance of equipment, sea state, etc.</i>
NAME-LAST	FIRST	INITIAL		
WILKENING,	William F		MIDAIR COLLISION/BAILOUT	NONE
HELLMAN,	John S.		" " "	"

12. REMARKS: (Training of rescue teams or crews, communication equipments/technique, retrieval equipments/techniques, rescue vehicle)

HH3F CGNR 1435 LOCATED AND HOISTED TWO SURVIVORS, THEN CONTINUED SEARCH FOR THIRD PERSON. 1030U MIRAMAR OPERATIONS ADVISED GROUND PARTY HAD LOCATED BODY OF THIRD PERSON AT CRASH SITE, NO FURTHER CG ASSISTANCE REQUIRED. HH3F 1435 DEPARTED SCENE FOR NAS MIRAMAR.

13. ATTACH ENCLOSURES: Nar (b) (6)		d retrieving—Survivor's statements
14. NAME AND TITLE OF SUBMITTING OFFICIAL (b) (6) CDR, USCG, OPERATIONS OFFICER		SIGNATURE OF SUBMITTING OFFICIAL
15. NAME AND TITLE OF FORWARDING OFFICIAL		SIGNATURE OF FORWARDING OFFICIAL

Enclosure (11)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

The Medical Officer's
Reports were withheld
entirely under
exemptions (b)(5)
and/or (b)6) of the
FOIA.

Statement of CWOL (b) (6) USN, (b) (6) /7411, VF-124 Aircrew Survival Equipment Officer; concerning VF-124 AAR 3-70A, VMFAT 101 AAR 3-70A occurring on 22 NOV 69, F8J BUNO 149212, F4B BUNO 150473, pilots HELLMAN and SAUER.

The pilot of F8J BUNO 149212 ejected using the MK7 Rocket Ejection Seat Ser #708, by pulling the face curtain. (b) (5)
Configuration of the seat was up to date.

(b) (6)

CWOL USN

CWOL (b) (6) has worked in Aviation Maintenance for 29 years. (b) (5)
(b) (5)

Enclosure (15)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

All statements withheld
under exemption (b)(5).

Statement of VMFAT-101 Aircrew Survival Equipment Officer concerning VR-124
AAR 3-70A, VMFAT-101 AAR 3-70A of 22 November 1969, F-4J BuNo 149212,
F-4B, BuNo 150473, Pilots HELLMAN and SAUER

F-4B BuNo 150473 had AFC #307 incorporated. Drogue chutes of both the forward and aft seats were inspected on 16 October 1969. On the day of the accident a daily pre-flight inspection of both seats was conducted by a qualified seat man prior to launch. A review of work center registers covering a period of 95 days prior to the accident revealed no discrepancies related to the seats or other survival equipment.

(b) (5)

At the time of the accident both crewmembers were wearing or carrying all prescribe items of survival equipment and clothing.

(b) (6)

Capt USMCR

(b) (5), (b) (6)

Enclosure (6)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

NNNN

TSWZ48&1

/CSLA064

FTTUZYUW RUWJGFB1791 3272038-UUUU--RUCILSA.

ZNR UUUUU

P R 232038Z NOV 69

FM MARFITATKTRARON ONE ZERO ONE

TO RUWJAPA/FITRON ONE TWO FOUR

INFO RUCILSA/NAVSAFECEN

RUWJMUA/COMNAVAIRPAC

RUWJAPA/COMFAIRMIRAMAR

RUWJAPA/COMREDATKCARAIRWING ONE TWO

RUHHFMA/CG FMFPAC

ZEN/CG THIRD MAW

ZEN/MAG THREE THREE

BT

UNCLAS

AIRCRAFT ACCIDENT INVESTIGATION; YOUR AAR 3-70A/MY AAR 3-70A

A. OPNAVINST 3750-6F

B. FITRON ONE TWO FOUR MSG. 222222Z NOV 69

1. IAW REF (A) MAJOR (b) (6), (b) (5) AND 1/LT W.F. WILKENING WILL REPORT 24 NOV TAD YOUR ORG PD ABT TWO WKS IN CONN WITH ACFT

ACCIDENT INVEST REF (B)

2. MAJ (b) (6), (b) (5) PROVIDES NECESSARY ASSISTANCE AS MY REPRESENTATIVE.

LT WILKENING PARTICIPATES AS CREWMEMBER IAW REF (A).

BT

#1791

00	01	011	012	013	014	015	02	02A	02B	05	051
/	/		/	/			/			/	
TOR: _____								CHANNEL NUMBER <u>B-360</u>			
INIT: <u>RT</u>								DATE _____			
055	10	11	12	13	20	30	40	50	60	70	80
A	/	/	/	/				/	/	/	/

F 8J / 149212
F-4B / 150472

RMFAT-101 3-70A

11/22/69

NOV. 232038Z

WWWNOSWYGLAUNUSYN931
 PTTUZYUW RUWJAPA4487 3270234-UUUU--RUCILSA.
 ZNR UUUUU
 P 230234Z NOV 69
 FM FITRON ONE TWO FOUR
 TO RUENAAA/CNO
 RUCILSA/NAVSAFECEN
 RUWJGFA/VMFAT ONE ZERO ONE
 INFO RULSSDE/NAVAIRSYSCOMHQ
 RUWDSAA/COMELEVEN
 ZEN/COMREDATKCARAIRWING ONE TWO
 ZEN/COMFAIRNIRAMAR
 RUWJMUA/COMNAVAIRPAC
 RUEBHQA/CMC
 RUVTATB/NAVPLANTREPO DALLAS
 RUHCINHA/NAVPLANTREPO ST LOUIS
 RUHHFMA/CGFMFPAC
 RUEBHVA/CGFMFLANT
 RUCLSKA/COMREDATKCARAIRWING
 RUHNBRA/CINCPACFLT
 RUEBJFA/CHNAVPERS
 RUEBPGA/O IRAFIP
 RUWJABA/DAS NORTON AFB

00	01	071	082	093	014	015	02	02A	02B	03	031
/	/		/	/			/			/	

S
TOR. _____ CHANNEL NUMBER A-446

OUR INT. Rt. DATE _____

05	06	11	12	13	20	30	40	50	60	70	80
A	/	/	/					/	/	/	/

QHCZCSLA890
PTTUZYUW RUWJAPA0483 326222Z-UUUU--RUCILSA.
ZNR UUUUU

P 222222Z NOV 69
FM FITRON ONE TWO FOUR
TO RUENAAA/CNO

//CORCY//SVC 230355Z NOV//PARA 11//

RUCILSA/NAVSAFECEN
RUWJGFA/VNFAT ONE ZERO ONE
INFO RULSSDE/NAVAIRSYSCOMHQ
RUWDSAA/CGNELEVEN
ZEN/COMREDATKCAIRWING ONE TWO
ZEN/COMFAIRMIRAMAR
RUWJMUA/COMNAVAIRPAC
RUEPHCA/CNO
RUWTATR/NAVPLANTREPO DALLAS
RUCIHHA/NAVPLANTREPO ST LOUIS
RUHHENA/CGFMFPAC
RUENVA/CGFMFLANT
RUCLSKA/COMREDATKCAIRWING FOUR
RUHNPRA/CINCPACFLT
RUEBJFA/CHNAVPER5
RUEBPA/DIRAFIP
RUWJABA/DAS NORTON AFB
BT

AAR STRIKE

00	01	011	012	013	014	015	02	02A	02B	05	051
/	/		/	/			/	/		/	
TOR: _____						CHANNEL NUMBER <u>B313</u>					
INIT: <u>c</u>						DATE _____					
055	10	11	12	13	20	30	40	50	60	70	80
	A	/	/	/				/	/	/	/

PAGE TWO RUWJAPA0483 UNCLAS ~~FOR OFFICIAL USE ONLY~~
UNCLAS ~~FOR OFFICIAL USE ONLY~~ //N03750//
PRELIMINARY REPORT OF AIRCRAFT ACCIDENT.

(A) OPNAVINST 3750.6F

1. 22 NOV 69 0825U DAY

2. 280R 48NM IMPERIAL TACAN ✓

3. FBJ, 149212

4. VF-124 AAR 3-70A

5. ALFA, MIDAIR COLLISION, PILOT EJECTED, ACFT COLLIDED WITH GROUND.

6. HELLMAN, JOHN S, LCDR, (b) (6), USN, 1310, FOXIROT, 3473/1920/42
MARTIN BAKER MK7, 11,500MSL, STRAIGHT, NOSE LOW, 300KIAS

7. NA

8. NONE

9. FORMATION, LOCAL, VFR, EL CENTRO

10. FORMATION TACTICS

11. WHILE ON TWO PLANE FORMATION TRAINING FLIGHT FBJ BUNO 149212

COLLIDED WITH MARINE F4B BUNO 150474. (b) (5)

(b) (5) RIO EJECTED. PILOT DID NOT EJECT. FBJ BUNO 149212

(b) (5) PILOT EJECTED SAFELY. (b) (5)

PAGE THREE RUWJAPA0483 UNCLAS FOR OFFICIAL USE ONLY

(b) (5)

12. 270/5 KTS, SKY CONDITION CLEAR, 48 F, 38 F, 40 MILES.

13. NONE

14. NONE

15. ONE UNIDENTIFIED CREW MEMBER MARINE F4B 150474 ALFA INJURY. MARINE
F4B 152474 ALFA DAMAGE, REPORTING CUSTODIAN VNFAT 101.

16. VF-124 WILL CONVEENE ACCIDENT BOARD.

17. (b) (6), LCDR, ASO, 714-271-3383 HOME PHONE (b) (6)